Amendment to the Claims

1. (Currently Amended) In a pulsation reducing system for a fuel line of an electronic fuel injection type engine comprising a fuel delivery rail ~~(15)~~ for supplying fuel to fuel injectors ~~(19)~~, a fuel tank ~~(12)~~, and a longitudinal main fuel pipe ~~(13)~~ for connecting the fuel tank to the fuel delivery rail, ~~characterized in that~~ said pulsation reducing system comprising:

a first flexible tube ~~(17) is~~ arranged between said fuel delivery rail and said main fuel pipe,

a second flexible tube ~~(18) is~~ arranged between said main fuel pipe and said fuel tank, and

a small-ID tubular portion ~~(22) is~~ arranged within said first tube or near ~~the~~ a connecting portion of said first tube,

the inside diameter of said small-ID tubular portion is smaller than that of said main fuel pipe,

the length of said small-ID tubular portion is set between 10 to 50 times ~~of~~ the inside diameter of the small-ID tubular portion itself, ~~whereby;~~

whereby standing waves and resultant pressure pulsations caused by said fuel delivery rail are reduced by said small-ID tubular portion.

2. (Original) A pulsation reducing system as claimed in claim 1, wherein the sectional flow area of said small-ID tubular portion is set between 5 to 40 percent of the sectional flow area of said main fuel pipe.

3. (Currently Amended) A pulsation reducing system as claimed in claim 1, wherein said small-ID tubular portion is formed as a protrusion extending from ~~the~~ an end of said fuel delivery rail.

4. (Original) A pulsation reducing system as claimed in claim 1, wherein said small-ID tubular portion is formed into a pipe inserted within said first tube.

5. (Original) A pulsation reducing system as claimed in claim 1, wherein said small-ID tubular portion is integrally formed within said first tube.

6. (Original) A pulsation reducing system as claimed in claim 1, wherein said small-ID tubular portion is formed as a protrusion extending from the end of said main fuel pipe.

7. (Original) A pulsation reducing system as claimed in claim 1, wherein said small-ID tubular portion is formed on said main fuel pipe.

8. (Original) A pulsation reducing system as claimed in claim 1, wherein said small-ID tubular portion is formed as a protrusion extending inside of said fuel delivery rail.

9. (Currently Amended) A pulsation reducing system as claimed in claim 1, wherein a quick-joint connector ~~(92)~~ is connected to said first tube, and said small-ID tubular portion is formed within said quick-joint connector.

10. (Currently Amended) ~~In a~~ A pulsation reducing flexible tube for a fuel line of an electronic fuel injection type engine comprising a fuel delivery rail ~~(15)~~ for supplying fuel to fuel injectors ~~(19)~~, a fuel tank ~~(12)~~, and a longitudinal main fuel pipe ~~(13)~~ for connecting the fuel tank to the fuel delivery rail, characterized in that:

said flexible tube ~~(17)~~ is provided with a first cavity ~~(54)~~ at one end thereof for receiving an end of said main fuel pipe and a second cavity ~~(52)~~ at the other end thereof for receiving an end of said fuel delivery rail,

a small-ID tubular portion ~~(28) is~~ arranged between said first and second cavities so as to communicate with them,

the sectional flow area of said small-ID tubular portion is set between 5 to 40 percent of the sectional flow area of said main fuel ~~pipe.~~ pipe; and

the length of said small-ID tubular portion is set between 10 to 50 times ~~of~~ the inside diameter of the small-ID tubular portion itself, ~~whereby;~~

whereby standing waves and resultant pressure pulsations caused by said fuel delivery rail are reduced by said small-ID tubular portion.

11. (Currently Amended) In a pulsation reducing quick-joint connector for a fuel line of an electronic fuel injection type engine comprising a fuel delivery rail ~~(15)~~ for supplying fuel to

fuel injectors ~~(19)~~, a fuel tank ~~(12)~~, and a longitudinal main fuel pipe ~~(13)~~ for connecting the fuel tank to the fuel delivery rail, characterized in that:

said connector ~~(92)~~ is provided with a rugged surface ~~(93)~~ at one end thereof for receiving an end of an elastic tube and a cavity ~~(94)~~ at the other end thereof for receiving an end of a metallic or plastic tube,

a small-ID tubular portion ~~(97)~~ is arranged at the center of the rugged surface,

the sectional flow area of said small-ID tubular portion is set between 5 to 40 percent of the sectional area of said main fuel ~~pipe.~~ pipe; and

the length of said small-ID tubular portion is set between 10 to 50 times ~~of~~ the inside diameter of the small-ID tubular portion itself, ~~whereby;~~

whereby standing waves and resultant pressure pulsations caused by said fuel delivery rail are reduced by said small-ID tubular portion.